



## MEMORANDUM

Agenda Item No. 7(J)(1)(C)

**TO:** Honorable Chairperson Barbara Carey-Shuler, Ed.D. and Members, Board of County Commissioners **DATE:** September 9, 2004

**FROM:** George M. Burgess  
County Manager **SUBJECT:** Contract Award  
Recommendation for  
Paratransit Transportation  
Services -RFP No. 323 –  
Contract No. TR04-TSB

This Contract Award Recommendation between Advanced Transportation Solutions, LLC (ATS) and Miami-Dade County has been prepared by Miami-Dade Transit (MDT) and is recommended for approval:

**PROCUREMENT PROCESS:** Request for Proposals (RFP)

**RFP TITLE:** Paratransit Transportation Services

**RFP No.:** 323

**RFP LOCATION:** Countywide

### BACKGROUND:

After a presentation by the Cross-Disabilities Group on May 22, 2001, the Board requested that the Office of Performance Improvement (OPI) research “best paratransit practices” nationwide and make a presentation at the next Efficiency & Competition Commission (ECC) meeting scheduled for July 27, 2001. On July 27, 2001, the Office of Performance Improvement (OPI) presented its review of the Best Practices in paratransit operations nationwide. OPI’s Best Practices review was summarized in five (5) main categories:

1. Review of business model
2. Improve customer service
3. Expansion of the rider outreach program
4. Significant expansion of oversight and performance monitoring
5. Investment in new technology

All five (5) categories were included either as enhancements or additions to RFP No. 323.

The STS Oversight Task Force, created by the Board through Resolution No. 133-02 on February 12, 2002 and continued through Ordinance No. 03-46 on March 11, 2003, and extended again by Ordinance on July 13, 2004, was an active participant in the upgrading and enhancing of the RFP as well, including the implementation of the new paratransit software purchased by the County. The STS Oversight Task Force membership includes: one (1) Board member as

chairperson; four (4) STS users appointed by the Committee on Disability Issues (CODI) who represent the STS Riders' Advisory Group, the Cross Disabilities Transportation Issues Committee (CDTIC) and the Committee on Disability Issues (CODI); and four (4) providers' representatives, appointed by the Board. Although they were not voting members, there was also participation from members of the Citizens' Transportation Advisory Committee (CTAC) and the County's Office of Americans with Disabilities Act (ADA).

In addition, recommendations for the enhancement of the RFP were received from the Committee on Disability Issues (CODI), Alliance for the Aging, Cross Disabilities Transportation Issues Committee, Inc. (CDTIC), and the Transportation Communications Working Group (TCWG).

### **RFP DESCRIPTION:**

On October 23, 2003, RFP No. 323 was issued to contract with a provider of paratransit brokerage services for the provision of non-exclusive ambulatory and non-ambulatory wheelchair transportation services to fulfill the County's obligations under the Americans with Disabilities Act (ADA), the Florida Statutes Chapter 427 for the Transportation Disadvantaged, and the County's Special Transportation Services (STS) program.

Based on the recommendations received as stated above, following are the Enhancements to RFP No. 323 which are not contained in the current contract:

- **County-furnished paratransit software (Trapeze Software Inc.).** On December 18, 2001, the Board approved the purchase of the Trapeze paratransit software that is compatible with the Miami-Dade Transit (MDT) fixed-route scheduling software. Trapeze software, the leading paratransit intrinsic software, is the foundation for the implementation of other advanced technologies that will further enhance the efficiency and quality of the service. These include Mobile Data Terminals, Automatic Vehicle Locators, a Global Positions System, Interactive Voice Response, Smartcards, and Web Access. As each new technology is added, it brings yet another tool to facilitate efficiencies and service improvements for the customers.

Some benefits of the Trapeze Software are:

- Integrated system (between County and Contractor)
- Improved scheduling and routing
- Improved on-time performance
- Facilitates a pro-active approach with service delays
- Reduces the number of trips unscheduled (in the "open")
- New tracking abilities
- Ability to gather and analyze data
- Facilitates implementation of future technologies

Trapeze is a major improvement over the software previously provided by the broker/contractor.

- **Living Wage provisions.** Originally not in the current contract. On September 24, 2002, the Board approved Amendment No. 3 authorizing a renewal and included Living Wage provisions in the contract.
- **Five percent (5%) spare vehicle ratio required.** This is not stipulated in the current contract.
- **Service window of zero minutes before to 30 minutes after the negotiated pick-up time.** Currently there is a service window of 10 minutes before and 20 minutes after the negotiated pick-up time. This change was decided through a consensus of the Transportation Communications Working Group (TCWG), which has a representative from each of the advocacy groups. Zero to 30 minutes is an easier window for riders to understand and plan their trips by.
- **Ability to obtain an Estimated Time of Arrival (ETA) 20 minutes after the negotiated pick-up time.** This provision is not stipulated in the current contract. The service window for late arrivals is 0 to 20 minutes now, so the rider calls after 20 minutes if the vehicle has not arrived. This clause gives the rider the ability to check the status of their trip after 20 minutes, even though the service window is actually 30 minutes.
- **Expanded and centralized training.** Training is currently provided by each of the providers and is not standardized. This will provide uniformity in the delivery of service.
- **Reservations from one (1) to seven (7) days in advance.** Currently reservations are from one (1) to fourteen (14) days in advance. This measure was introduced to minimize the number of cancellations and no-shows. The more time riders are given to reserve in advance, chances increase that the rider will forget they made a reservation and either cancel at the last minute or not show at all. This puts a burden on the system, limiting the availability of trips at that time for others who may need to travel, but did not call as far in advance.
- **Five (5) minutes chauffeur wait time.** Currently chauffeurs are required to wait for a customer three (3) minutes after arrival.
- **Use of medium or large size sedan vehicles; Compact vehicles prohibited.** This is not stipulated in the current contract. Any size of vehicle can be used now, including compact cars.
- **Additional Performance Standards, Incentives and Liquidated Damages.** Currently, there are no stipulated performance standards, less possibility for liquidated damages, and no performance incentives. The major new components include:
  - On-Time Performance (pick-up within the service window) at 85% or better
  - Customer Complaints at less than 2% or better
  - Back-up trips at less than 1% of total trips
  - Average telephone speed of answer of 45 seconds or better
  - Average telephone hold time of 2 minutes or better
  - Travel Time comparable to fixed route for 80% of total trips or better

- One phone number for reservations, late vehicle assistance and administration (currently there are multiple numbers)
- A five (5) year contract with no extensions (The current contract has a three (3) year term with two, one (1) year options for renewal.)
- **Audit Provisions.** This contract includes language that will give the County the right to audit all subcontracts, invoice material, payroll records of personnel, conditions of employment and other data relating to all matters covered by this contract. The previous contract did not include this language.
- **Provisions for implementation of additional technologies through the life of the contract.** This contract contains provisions for new technologies to be implemented with the cooperation of the contractor. New technologies planned include:
  - **Web Access**
  - **Interactive Voice Response**
  - **Mobile Data Terminals**
  - **Automatic Vehicle Locators**
  - **SmartCard for Fare Collection**

With the above contract enhancements and the new technologies planned for the coming years, the quality of service for the STS users should improve significantly.

Please note that MDT's provision of Special Transportation Services meets or exceeds ADA requirements, especially when compared to other transit properties. (see Exhibit 1 attached)

#### **COSTS:**

The original contract ceiling for the current contract was \$75,000,000; after a series of amendments, the contract ceiling for the existing contract became \$102,955,000 (based on a five (5) year term). The total estimated ceiling for a five (5) year term for this new contract is \$219 million. A number of factors have contributed to this increase and are explained below.

- **Living Wage**

Since the current contract did not have a Living Wage Ordinance in effect in the first three years, the annual costs were much lower, skewing the total cost for the five year term. Upon implementation of the Living Wage Ordinance, effective September 24, 2002, the per trip cost increased 31%. This translates into a higher cost per trip for the base year of this new contract.

- **CPI Index**

Based on the proposed costs by the recommended vendor, the blended (weighted average of ambulatory and non-ambulatory) per trip cost for the first year of the contract is \$25.00.

Using this as the baseline, a new five (5) year contract with only a CPI adjustment of 3% would result in a contract of approximately \$165 million.

▪ **Growth Rate/Ridership**

Based on historical trends, staff has projected there will be a 10% approximate growth in service demand for each contract year in ambulatory trips and between 6% and 9% in non-ambulatory trips. This would bring the estimated total ceiling of the contract to \$219 million. (see attached Exhibit 2)

**RIDERSHIP:**

There are two sources of increases in the number of trips taken by STS riders: an increase in the number of riders certified and authorized to travel (number of clients), and an increase in the number of trips taken by each authorized rider (average number of trips per client). For the first five months of 2002, 2003 and 2004, the number of riders certified and the number of trips taken by all certified riders are as follows:

	<u>Number of Registered ADA Riders</u>	<u>Number of Riders Taking at least 1 trip</u>	<u>Total Trips for those Riders</u>	<u>Average Trips per Rider</u>
2002	15,817	11,576	445,975	38.53
2003	19,575	12,246	495,072	40.43
2004	23,605	13,527	537,711	39.75

Over the past two years, the data shows that the number of riders and total number of trips has increased each year.

Due to budget and staffing constraints, MDT had not previously conducted regular re-certifications of certified riders. Instead, it conducts random re-certifications upon notification of a change in condition. Without a recertification policy, STS certified individuals are essentially certified indefinitely. Other transit properties use this method to try and keep the client population under control. MDT will develop and implement a recertification program to review ADA paratransit eligibility of active riders to determine eligibility based on their current medical condition. This function can now be accomplished with current staffing levels made available through the establishment of MDT's four new satellite outreach centers.

Another factor that may have affected the growth in STS population is the inability of the certification staff to conduct functional assessments. Functional assessments are comprehensive, in-person assessments of the applicant's cognitive or physical limitations as they relate to using public transportation. Currently, staff uses medical verification by a physician and limited in-person observations to determine the functional limitations of an applicant. However, functional assessments must be performed by medically trained staff or by outsourcing the task. MDT will conduct a comprehensive analysis to determine the cost benefits and requirements for

implementing functional assessments as a means of ensuring that paratransit service is provided to individuals who strictly qualify in accordance with ADA guidelines.

Furthermore, staff will be conducting analyses to evaluate the costs associated with the current provision of service over and beyond the ADA requirements as detailed in Exhibit 1. There may be opportunities for cost savings with the implementation of policy changes related to the ADA service area, ADA service hours, cancellation and no-show policies, etc.

In addition, we are hopeful that as the County comes into full compliance with the Nesbitt Lawsuit and provides curb cuts near all bus stops, the disabled population should be better able to access our buses. (The Nesbitt Lawsuit was a class-action lawsuit filed by plaintiffs with disabilities alleging that they were not able to access our fixed route because it was not fully compliant with the Americans with Disability Act (ADA). The County entered into a settlement agreement wherein the County agreed to repair the curb cuts/sidewalks near bus stops.)

### **COST COMPARISONS:**

An analysis of the largest transit agencies in the country providing paratransit service revealed that the per trip costs range from \$20.99 in Philadelphia to \$55.99 in New York City. However, there are many factors to consider when comparing costs such as payment type, whether it's a turn-key solution, capital costs, administrative costs, etc. The transit agencies most comparable to Miami-Dade County based on trip volume were Broward County at \$20.37 cost per trip, Chicago at \$25.70 cost per trip, Boston, at \$25.43 cost per trip and Minneapolis-St. Paul at \$21.54 cost per trip. For a more detailed comparison of other Paratransit properties, please refer to the attached Exhibit 3.

Staff also looked at several large transit properties within the state to compare costs and growth rates. In Broward County, there are nine different rates with a blended rate (weighted average) of \$20.37 per trip. However, Broward County does not have a Living Wage ordinance in effect. In addition, Broward's blended rate includes trips for companions (which accounts for approximately 10% of their trips) and would result in a higher blended rate if they were not counted as certified ADA trips. Broward County is experiencing a 10.5% trip growth rate.

In Palm Beach County, the service is provided by two contractors and paid on the basis of revenue hour regardless of trip type. One contractor is paid \$21.83 per hour, and the second contractor is paid \$22.38 per hour; the ADA service is multi-loaded with other paratransit service such as Medicaid and Transportation Disadvantaged, thereby increasing opportunities for efficiencies. Palm Beach recently issued an RFP and expects to have a 40% increase in their costs. Based on preliminary projections, their blended per trip cost would be \$24.61 per trip. Palm Beach is experiencing an 11% trip growth and 26% client population growth.

In Hillsborough County, the service is provided in-house by the transportation authority at a cost of approximately \$31.00 per trip. Hillsborough is experiencing an 18% trip growth rate.

Duval County has a unique methodology for payment to the contractors of paratransit service through the use of a grid system. Based on the average grids per ADA trip and the cost per grid,

the average ADA trip cost is \$22.03 per trip. Duval County also allows multi-loading of non ADA trips such as Medicaid and Transportation Disadvantaged with ADA trips, thereby increasing efficiencies. Duval is experiencing an 8% trip growth rate for all programs; the growth rate for ADA trips was not available.

**PROCESS:**

Four proposals were received in response to RFP No. 323:

- Advanced Transportation Solutions, LLC (ATS)
- Logisticare Solutions, LLC
- MV Transportation Inc.
- Patient Transportation Services, Inc.

The designated Evaluation/Selection Committee included members from Miami-Dade Transit, Miami-Dade County Consumer Services Department, Miami-Dade County Department of Business Development and one user. The selected user is an active member of the STS Oversight Task Force, the Committee on Disability Issues (CODI) and the Cross-Disabilities Transportation Issues Committee, Inc. (CDTIC).

The Evaluation/Selection Committee met on January 15, 2004, January 23, 2004, February 10, 2004 and February 24, 2004, including oral presentations on February 24, 2004. The Committee evaluated the proposals in accordance with the RFP, taking into account the technical and price criteria and respective weights listed below:

Technical Quality: 100 points

Price Proposal: 25 points

The above evaluation criteria ensured that the quality of services (100 points) would prevail over cost of services (25 points) during the Evaluation/Selection process. The County, in cooperation with the user community, is committed to improve the quality of services and user satisfaction.

The final rating by the Evaluation/Selection Committee prior to the receipt of the Best and Final Offer (BAFO) is summarized below:

<b>Proposer</b>	<b>Technical</b>	<b>Price</b>	<b>Total Scores</b>
1. Advanced Transportation Solutions, LLC (ATS)	92.2	24.84	117.04
2. MV Transportation, Inc.	91.0	25.0	116.0
3. Logisticare Solutions, LLC	83.6	22.56	106.16
4. Patient Transportation Services, Inc.	55.8	N/A	55.8

Patient Transportation Services, Inc. was disqualified from further consideration. As established by the RFP, any proposal with an average technical score of less than 70 points would be eliminated from further consideration.

On March 19, 2004, the Evaluation/Selection Committee requested authorization from the County Manager to conduct negotiations with the three (3) remaining responsible and responsive proposers. The County Manager authorized negotiations to commence.

The four (4) member Negotiations Committee appointed by the County Manager was made up of two (2) members from Miami-Dade Transit, one (1) member from the Miami-Dade County Department of Business Development and one (1) user member of the STS Oversight Task Force, the Committee on Disability Issues (CODI) and the Cross-Disabilities Transportation Issues Committee, Inc. (CDTIC).

The Negotiations Committee met on April 23, 2004, May 3, 2004, May 12, 2004 and June 11, 2004. On June 11, 2004, the negotiation committee unanimously agreed that the technical scores from the selection committee for the three companies would remain intact. After all three proposers understood the detailed specifications mandated through the negotiation process, Best and Final Offers (BAFO's) were requested from all 3 proposers. The scores from the BAFO price proposals would be applied to the previously ranked technical scores to come up with a final score and thus determine the recommended proposer. This is consistent with the formula specified in the RFP. Technical requirements were given more weight to ensure quality transportation.

On June 21, 2004, the submission deadline for the BAFO's, the Negotiations Committee held its final meeting to evaluate the BAFO's submitted and make a recommendation to the County Manager.

BAFO's were submitted by Advanced Transportation Solutions, LLC (ATS) and MV Transportation, Inc.; Logisticare Solutions, LLC's original price proposal was accepted as its BAFO.

Price BAFO's received:

- |    |   |                  |
|----|---|------------------|
| 1. | MV Transportation, Inc.                     | \$213,487,508.00 |
| 2. | Advance Transportation Solutions, LLC (ATS) | \$218,924,874.85 |
| 3. | Logisticare Solutions, LLC                  | \$246,609,516.12 |

Prior to receiving the BAFO's, the Negotiations Committee agreed to retain the technical rankings given by the Selection Committee as the methodology by which the contract most advantageous to Miami-Dade County would be decided. BAFO was evaluated on price, with the resulting price applied pursuant to the formula set forth in the RFP to the technical scores to come up with the overall determination of the contract most advantageous for Miami-Dade County.



The final rating is summarized below:

<b>Proposer</b>	<b>Technical</b>	<b>Price</b>	<b>Total Scores</b>
1. Advanced Transportation Solutions, LLC (ATS)	92.2	24.38	116.58
2. MV Transportation, Inc.	91.0	25.0	116.0
3. Logisticare Solutions, LLC	83.6	21.64	105.24

Advanced Transportation Solutions, LLC has executed the contract submitted for your consideration.

**CONTRACT TERM:**

Five years (for leasing purposes for the equipment needed such as vehicles and computers, three years was considered too short).

**OPTION TO RENEW:** None

**BCC APPROVAL TO ADVERTISE:**

The Board of County Commissioners approved the issuance of this RFP on September 11, 2003, through Resolution No. R-986-03.

**ART IN PUBLIC PLACES:** Not Applicable

**PRIME CONTRACTOR:** Advanced Transportation Solutions, LLC (ATS)

**SUBCONTRACTORS:** Handi-Van, Inc.  
Minority Mobile Systems, Inc.  
Super Nice Cab Corp. dba Super Nice Limo  
WRP & Associates  
Zuni Transportation, Inc.

**COMPANY PRINCIPAL:** David Naiditch, General Manager

**LOCATION OF COMPANY:** 815 NW 57<sup>th</sup> Avenue Suite 130, Miami, Florida 33126

**YEARS IN BUSINESS:** 3 years

**PREVIOUS CONTRACTS WITH COUNTY:**

Current Transportation Services Brokerage Contract (Contract No. TA98-TSB)

**USING AGENCY:** Miami-Dade Transit

**CONTRACT AMOUNT:** Not to exceed \$219 million for the five year term

**FUNDING SOURCES:**

Local funds and federal funds. MDT will utilize available federal grants as such funding becomes available.

The Federal Transit Administration (FTA) provides funding for 15-20% of this project. (The original RFP Request to Advertise stated that 20% to 25% of the project would be funded from FTA. This percentage has been reduced since the cost of the program has increased and, at this time, FTA participation has not increased proportionately.) Florida's Transportation Disadvantaged Program provides funding to the County (\$6.4 million projected for fiscal year 2003-2004) of which approximately 78% goes towards funding the STS project. The balance is funded from MDT operating funds.

Based on the new cost per trip and the projected growth in the number of trips, the total estimated cost for the first year of this contract could be as high as approximately \$34 million. The FY 04-05 Proposed Operating Budget for Miami-Dade Transit includes funding of \$28.8 million for this contract. This funding discrepancy will be resolved between the time of this item's consideration at the July 22<sup>nd</sup> Transportation Committee and the September 7<sup>th</sup> Budget Hearing, in time for its presentation to the full Board on September 9<sup>th</sup>. Although this contract obligates more funding than the amount budgeted by MDT for STS, MDT feels it is important to move forward with the presentation of the contract at this time so that STS users will benefit from the service enhancements it offers as quickly as possible.

**IPSIG CONTRIBUTION:** Not Applicable

**INSPECTOR GENERAL:**

Provisions Included. Due to conflict with federal procurement guidelines, the Inspector General Fees are excluded.


**FEDERAL DBE GOAL:**


In compliance with regulations and procedures of the Federal Transit Administration, MDT established a goal of thirty percent (30%) for participation by Disadvantaged Business Enterprises.

**INFORMATION DBE ACHIEVED AT AWARD:** 30%

**APPROVED FOR LEGAL  
SUFFICIENCY:**

  
Assistant County Attorney

  
Date

  
Surface Transportation Manager

**Exhibit 1. Miami Dade Transit's Paratransit Service -Special Transportation Service (STS)**

<b>Miami Dade Transit</b>	<b>Americans with Disabilities Act (ADA) Regulations</b>	<b>Other Properties</b>
MDT is providing approximately 1.2 Million trips annually and is experiencing a trip growth rate of 12%	There can be no trip denials and the transit property must plan for a zero denial rate using historical trends to forecast future demand	MDT is one of the top 10 paratransit properties in the Country with regard to service volume
MDT provides ADA Paratransit service 24 hours per day, 7 days per week which is beyond the ADA required based on comparable service	Paratransit corridors do not need to be served when the fixed route system is not running on them. One could not get to destinations in that corridor by fixed route at those times, so Paratransit service is not required either.	Most transit properties have limited service hours for their ADA service based on comparable service hours to the fixed route service
MDT provides ADA Paratransit service County Wide which is beyond the ADA service area requirements	Area served by Complementary Paratransit must be a corridor with a width of 3/4 of a mile on each side of each fixed route plus area within 1.5 mile radius at the end of the route.	Some transit properties provide limited service area; within 3/4 mile of fixed route.
MDT provides ADA service at a flat rate fare of \$2.50 (twice the basic fixed route fare; MDT does not charge for transfers or service beyond ADA required which can be considered premium service with a premium charge.	Paratransit fares should be comparable to fares on the fixed route transit system. ADA requires Paratransit fares to be no more than twice the basic transit fare plus transfers. Premium charge - In general, any Paratransit services that a transit operator provides above and beyond its regulatory obligations are not subject to the service criteria for ADA Complementary Paratransit (i.e., service area, response time, fares, trip purpose, hours and days, and capacity constraints). Transit operators may therefore elect to establish "premium charges" for such services.	Some transit properties charge a higher fare for transfers and premium-type service
MDT provides Door-To-Door which is considered to be a higher level of service	The local planning process decides whether, or in what circumstances, the service is to be provided <u>either</u> as door-to-door or curb-to-curb service.	Some properties provide Curb-to-Curb service which is a lower level of service
MDT will facilitate advance reservation up to 7 days in advance with the new contract	The 14-day advance reservation requirement was removed by DOT on 5/21/96. The entity may permit advance reservation to be made up to 14 days in advance of an ADA Paratransit eligible individual's desired trips.	Some transit properties limit reservation requests to only 1 to 3 days in advance

<b>Miami Dade Transit</b>	<b>Americans with Disabilities Act (ADA) Regulations</b>	<b>Other Properties</b>
Unrestricted MDT provides subscription service without a waiting list and does not deny any requests for subscription service since there is no capacity constraints	Because subscription service is a limited Subcomponent of Paratransit service, the rule permits restrictions to be imposed on its use that could not be impose elsewhere.	Restrictions apply; Some transit properties provide subscription service based on availability and establish a waiting lists due to capacity constraints
MDT provides same day service based on a criteria; this is not required by ADA	The entity shall schedule and provide Paratransit service to any ADA Paratransit eligible at any requested time on a particular day in response to a request for service made the <u>previous day</u> . The entity may use real time scheduling for all or part of its service.	Most transit properties do not provide same day service as it puts a strain on the system
MDT does not require riders to transfer based on service area; MDT uses one service area for the provision of service	“Feeder Paratransit” is an option to an accessible fixed route that will take the individual to his or her destination. With respect to fares, the Paratransit fare could be charged, but the individual would not be double charged for the trip.	Some transit properties establish transfer points and require transfers within established service areas

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Current cost per trip		TOTAL	Base	Administrative Cost	Ins. Adjustment	fuel adjustment
Ambulatory		\$21.71	\$17.85	\$2.68	\$0.55	\$0.37
Non-Ambulatory		\$31.10	\$27.08	\$2.68	\$0.55	\$0.53
Increasing existing cost per trip by 3% inflationary rates for 5 years						
	Inflationary rate	Year 1	Year 2	Year 3	Year 4	Year 5
Ambulatory	3%	\$22.36	\$23.03	\$23.72	\$24.43	\$25.17
Non-Ambulatory	3%	\$32.03	\$32.99	\$33.98	\$35.00	\$36.05
New contract proposed rates (rates are fixed; not to be adjusted by CPI)						
		Year 1	Year 2	Year 3	Year 4	Year 5
Ambulatory		22.78	23.37	24.17	24.91	25.39
Non-Ambulatory		31.45	31.31	32.68	34.18	35.23
Comparing new contract rates per trip with existing cost escalated by 3% negative values indicates savings to County						
At 3% increase						
		Year 1	Year 2	Year 3	Year 4	Year 5
Ambulatory		\$0.42	\$0.34	\$0.45	\$0.48	\$0.22
Non-Ambulatory		-\$0.58	-\$1.68	-\$1.30	-\$0.82	-\$0.82
Number of estimated trips:						
est. current year		Year 1 % inc prior year	Year 2 % inc prior year	Year 3 % inc prior year	Year 4 % inc prior year	Year 5 % inc prior year
Ambulatory	921,300	10.00%	10.97%	10.39%	10.78%	10.23%
Non-Ambulatory	329,500	6.08%	6.66%	7.17%	7.21%	8.98%
Ambulatory		1,013,397	1,124,553	1,241,416	1,375,260	1,515,953
						6,270,579

Non-Ambulatory	349,519	372,787	399,532	428,329	466,783	2,016,950
Total	1,362,916	1,497,340	1,640,948	1,803,589	1,982,736	8,287,529
<b>cost of existing contract at 3% CPI increase (with no increase in the number of trips)</b>						
Ambulatory	\$20,601,465.69	\$21,219,509.66	\$21,856,094.95	\$22,511,777.80	\$23,187,131.13	
Non-Ambulatory	\$10,554,873.50	\$10,871,519.71	\$11,197,665.30	\$11,533,595.26	\$11,879,603.11	
Total	\$31,156,339.19	\$32,091,029.37	\$33,053,760.25	\$34,045,373.05	\$35,066,734.25	\$165,413,236.10
<b>cost of new contract at rates in the contract ( with no increase in the number of trips)</b>						
Ambulatory	20,987,214.00	21,530,781.00	22,267,821.00	22,949,583.00	23,391,807.00	
Non-Ambulatory	10,362,775.00	10,316,645.00	10,768,060.00	11,262,310.00	11,608,285.00	
Total	31,349,989.00	31,847,426.00	33,035,881.00	34,211,893.00	35,000,092.00	\$165,445,281.00
difference	-193,649.81	243,603.37	17,879.25	-166,519.95	66,642.25	\$32,044.90
<b>cost of existing contract at 3% CPI increase (with increase in the number of trips)</b>						
Ambulatory	\$22,660,874.34	\$25,900,861.01	\$29,450,239.84	\$33,604,197.91	\$38,153,262.78	
Non-Ambulatory	\$11,196,142.13	\$12,299,730.55	\$13,577,619.46	\$14,992,938.76	\$16,829,125.28	
Total	\$33,857,016.46	\$38,200,591.56	\$43,027,859.30	\$48,597,136.67	\$54,982,388.06	\$218,664,992.06
<b>cost of new contract at rates in the contract ( with increase in the number of trips)</b>						
Ambulatory	23,085,183.66	26,280,803.61	30,005,024.72	34,257,726.60	38,490,046.67	
Non-Ambulatory	10,992,372.55	11,671,960.97	13,056,705.76	14,640,285.22	16,444,765.09	
Total	34,077,556.21	37,952,764.58	43,061,730.48	48,898,011.82	54,934,811.76	\$218,924,874.85
difference	-220,539.75	247,826.98	-33,871.18	-300,875.15	47,576.30	\$259,882.79

EXHIBIT 3. Comparison of Paratransit Properties - STS Contract

Agency Name	Svc. Area (Sq. Miles)	3/4 mile Restriction	Type of Service	RFP	Response Time	Trips Completed	Trips Per Hr.	Payment Basis	Reported		Average Trip Length	Confirmed Per Trip Cost	Notes
									Per Trip or Per Hr. Rate	Eligible Riders			
Boston, MA	729	no	door/door Same Day	yes	1 to 14 days	1,178,119	1.70	per trip	\$25.27	57,770	9.6 Miles	\$25.43	Transit Property provides some vehicles; new 5 yr. contract to begin 11/04 @ \$240 M
Broward County	435	no	door/door	yes	1 to 4 days	1,249,829	1.82	per trip	\$17.15	28,238	7.8 Miles	\$20.37	No Living Wage Ordinance; Trips completed include companions; trips are multi-loaded with other programs
Chicago, IL	280	yes	curb/curb, Same Day	no	1 day	1,325,356	1.33	per trip	\$25.70	31,539	8.8 Miles	\$25.70	Taxi cab program - trip rate is 50% less
Miami, FL	2000	no	door/door Same Day	yes	1 to 14 days	1,297,075	1.5	per trip	\$25.00	23,605	12 Miles	\$25.00	Transit Property provides the vehicles; approximately 300,000 trips are non-ADA; total trips includes companions
Minn.-St. Paul, MN	1057	no	door/door Same Day	no	1 to 4 days	1,049,457	2.07	per hour	\$38.50	20,003	10.5 Miles	\$21.54	Cost per trip is "fully loaded" includes administrative, carrier, certification, etc. Liability insurance for all carriers placed through agency Risk Management program. Fuel purchase program paid by agency or as pass throughs black car introduction
New York, NY	322	no	door/door	no	1 to 4 days	1,266,755	0.96	per hour	\$33.62 to \$53.80	79,146		\$55.99	Transit Property provides vehicles and radio communications, performs reservation/scheduling/dispatch, late vehicle assistance.
Philadelphia, PA	2200	no	door/door	no	1 to 3 days	1,685,116	DNP	per hour	\$35.00	11,482	5 Miles/City 10 Miles/Suburb	\$21.99 - City \$37.00-Suburb	Trips Completed includes companions and PCA
Seattle, WA	840	no	curb/curb, door/door	no	1 to 7 days	991,464	1.59	per hour	DNP	27,016	9.5 Miles	\$33.61	
Washington, DC	1500	no	curb/curb	no	1 to 14 days	972,425	1.40	per trip	\$23.93	13,003	14 Miles	\$28.22	



# MEMORANDUM

(Revised)

**TO:** Hon. Chairperson Barbara Carey-Shuler, Ed.D.  
and Members, Board of County Commissioners

**DATE:** September 9, 2004

**FROM:** Robert A. Ginsburg  
County Attorney

**SUBJECT:** Agenda Item No. 7(J)(1)(C)

Please note any items checked.

- ☐ "4-Day Rule" ("3-Day Rule" for committees) applicable if raised
- ☐ 6 weeks required between first reading and public hearing
- ☐ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Bid waiver requiring County Manager's written recommendation
- ☐ Ordinance creating a new board requires detailed County Manager's report for public hearing
- ☐ Housekeeping item (no policy decision required)
- ☐ No committee review



Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No. 7(J)(1)(C)  
9-9-04

RESOLUTION NO. \_\_\_\_\_

RESOLUTION AUTHORIZING EXECUTION OF  
CONTRACT NUMBER TR04-TSB WITH  
ADVANCED TRANSPORTATION SOLUTIONS,  
LLC (ATS) FOR PROVISION OF PARATRANSIT  
TRANSPORTATION SERVICES IN AN AMOUNT  
NOT TO EXCEED \$219,000,000; AND  
AUTHORIZING THE COUNTY MANAGER TO  
EXERCISE CANCELLATION PROVISIONS  
CONTAINED THEREIN

**WHEREAS**, this Board desires to accomplish the purposes outlined in the  
accompanying memorandum, a copy of which is incorporated herein by reference,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY  
COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA**, that this Board  
approves Contract TR04-TSB between Miami-Dade County and Advanced  
Transportation Solutions, LLC, to provide paratransit transportation services, in  
substantially the form attached hereto and made a part hereof for a total compensation  
ceiling not to exceed \$219,000,000; and authorizes the County Manager to execute same  
for and on behalf of Miami-Dade County, Florida; and to exercise cancellation provisions  
contained therein.

The foregoing resolution was offered by Commissioner \_\_\_\_\_, who moved its adoption. The motion was seconded by Commissioner \_\_\_\_\_ and upon being put to a vote, the vote was as follows:

Dr. Barbara Carey-Shuler, Chairperson	
Katy Sorenson, Vice-Chairperson	
Bruno A. Barreiro	Jose "Pepe" Diaz
Betty T. Ferguson	Sally A. Heyman
Joe A. Martinez	Jimmy L. Morales
Dennis C. Moss	Dorrian D. Rolle
Natacha Seijas	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 9th day of September, 2004. This Resolution and contract, if not vetoed, shall become effective in accordance with Resolution No. R-377-04.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF COUNTY  
COMMISSIONERS

HARVEY RUVIN, CLERK

Approved by County Attorney as  
to form and legal sufficiency. B.L.

By: \_\_\_\_\_  
Deputy Clerk

Bruce Libhaber